

Suburban Policy Area

General Characteristics

The Suburban Policy Area in the easternmost portion of the County is where most of the residential and commercial growth has occurred over the past fifteen years. The area covers approximately 60,000 acres, including the Washington Dulles International Airport property, and comprises areas that have been developing under area plans for Eastern Loudoun, Dulles North, Dulles South, Cub Run, and the Toll Road. (See Suburban & Transition Policy Areas Map, pg. 6-3)

The Suburban Policy Area is defined on the north by the Potomac River and on the south by Braddock Road. Its eastern edge is the Fairfax County line, and its western edge begins at the Potomac and follows a southerly path along the Goose Creek just east of Leesburg, the Goose Creek and Beaverdam Reservoirs, and a combination of property lines, roads, the power line easement, and Washington Dulles International Airport's 65 Ldn (day-night average noise level) noise contours. (See Airport Ldn Contours Map, pg. 5-43)

The following data reflect the rapid transformation of the Suburban Policy Area during the 1990s:

- Building permits were issued for more than 25,000 dwelling units, about 75 percent of the total issued Countywide.
- The population grew from 46,800 to more than 106,500 – an increase of 128 percent.
- Nonresidential space in the Suburban Policy Area tripled to nearly 25 million square feet.

In the Suburban Policy Area, there is the potential for 44,726 additional housing units, including 27,145 units in the pipeline. It is anticipated that by the end of the twenty-year planning period, 40,112 housing units will have been absorbed, and a total of 80,298 housing units will exist. At that time, the Suburban Policy Area is projected to have a population of 209,053 persons, an increase of 96 percent over the 2000 population estimate.

Future residential development will be primarily at suburban densities, with greater requirement for open space. Small pockets of higher-density housing are planned along major transportation corridors or in conjunction with town centers or major employment centers.



Cascades Marketplace in the Potomac community

The Suburban Policy Area has significant development potential in land zoned for business uses. Existing zoning would allow an additional 120 million square feet of office and industrial construction, which should accommodate anticipated business growth well beyond the planning horizon. However, the County must continue to monitor the land area available for business land use expansion to ensure an adequate supply for continued economic development in and around the following major office and industrial areas:

- The Washington Dulles International Airport area along Route 606 and Route 50 and within the airport noise impact area;
- The Route 28 Highway Transportation Improvement District;
- The eastern end of the Dulles Greenway, east of the Route 659 interchange;
- The Route 7 corridor areas planned for Keynote Employment; and

- The eastern portion of the Leesburg Joint Land Management Area west of Goose Creek.

Land Use Pattern and Design

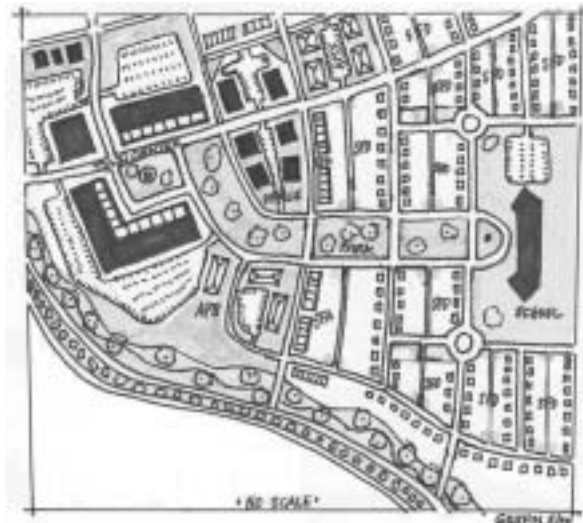
As the primary location for suburban-scale residential and nonresidential development, the manner of growth and redevelopment in the Suburban Policy Area is of vital importance. The Plan anticipates that there will be four distinct communities within the Suburban Policy Area, separated from one another by associated Green Infrastructure components and major roads. The Plan introduces the concept of Community Plans that will guide the remaining build-out of Ashburn, Dulles, Potomac, and Sterling. The County's goal is that the principles of Smart Growth and revitalization will guide the build-out and revitalization of the Suburban Policy Area through the detailed planning of the four communities. All future development applications in the policy area will be reviewed in the context of the four large communities: Ashburn, Dulles, Potomac, and Sterling. The four communities' boundaries are as follows (see Suburban Community Boundaries Map, pg. 6-5):

- The **Ashburn Community** stretches from the Potomac River north of Lansdowne and south of the Broad Run watershed boundary near Red Hill Road, and to the west extends along the Goose Creek and Beaverdam Reservoir.
- The **Dulles Community** is bounded on the north by the Broad Run watershed boundary, on the south by Braddock Road, on the east by the Fairfax County line, and on the west by the relocated Route 659.
- The **Potomac Community** includes the area north of Route 7 to the Potomac River between the Fairfax County line and the Broad Run.
- The **Sterling Community** includes the area from the Washington Dulles International Airport north to Route 7 between the Fairfax County line and the Broad Run.

As each new development is absorbed into the Suburban Policy Area's built environment, it is important that it is viewed in the context of its larger community. New residential and non-residential projects should have a mix of complementary land uses and project designs that ensure the long-term sustainability, or environmental and economic health, of both the individual development and the broader community. In addition, the County seeks to

answer the transit needs of the Suburban Policy Area along with its growing need for revitalization and redevelopment.

The County's vision for the Suburban Policy Area is that the four large communities increase in quality and become more distinct places. Policies below address ways to improve livability through (1) protecting and recapturing elements of the Green Infrastructure, including open space; (2) ensuring compatible and complementary infill development; and (3) revitalizing and redeveloping the aging areas in the Suburban Policy Area.

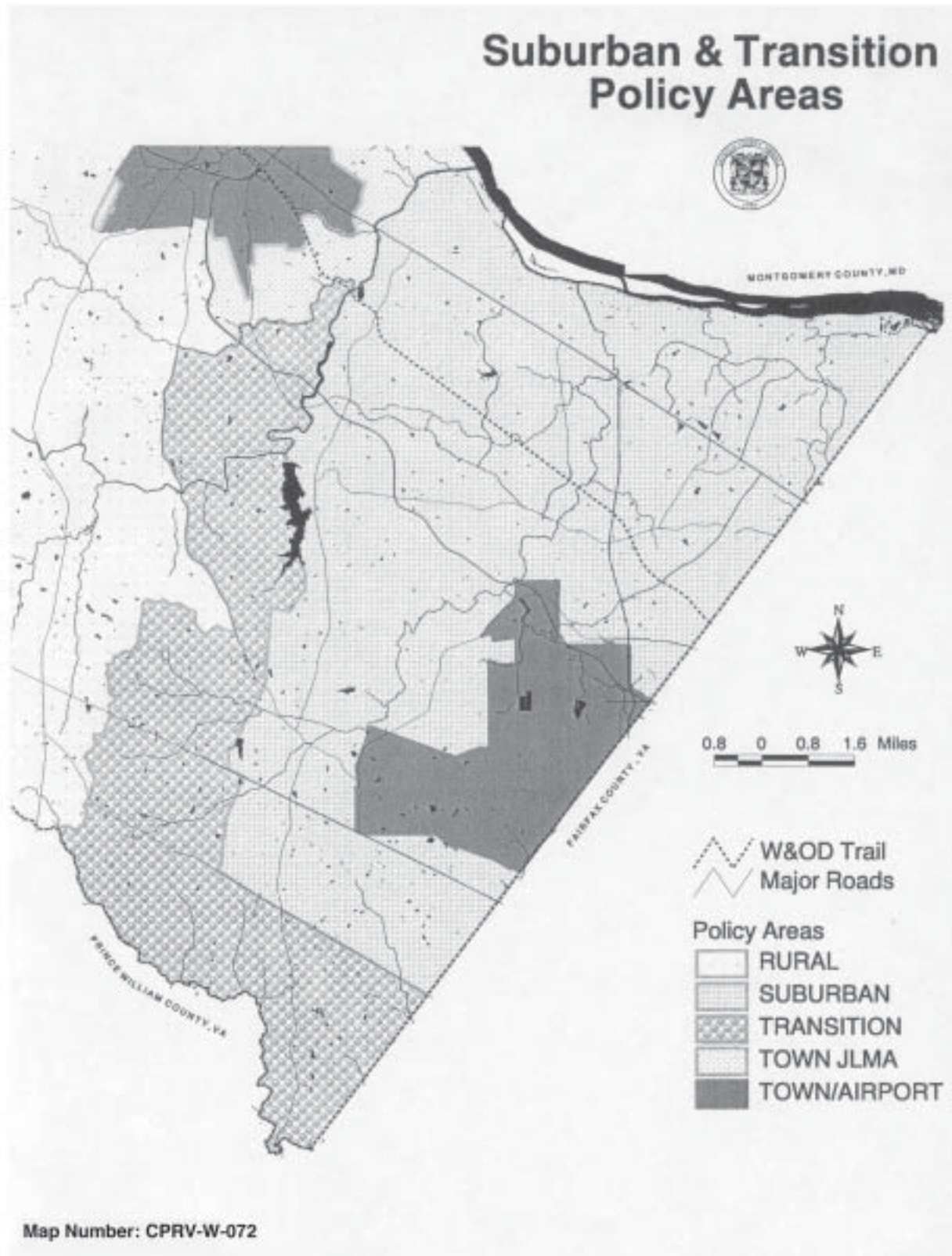


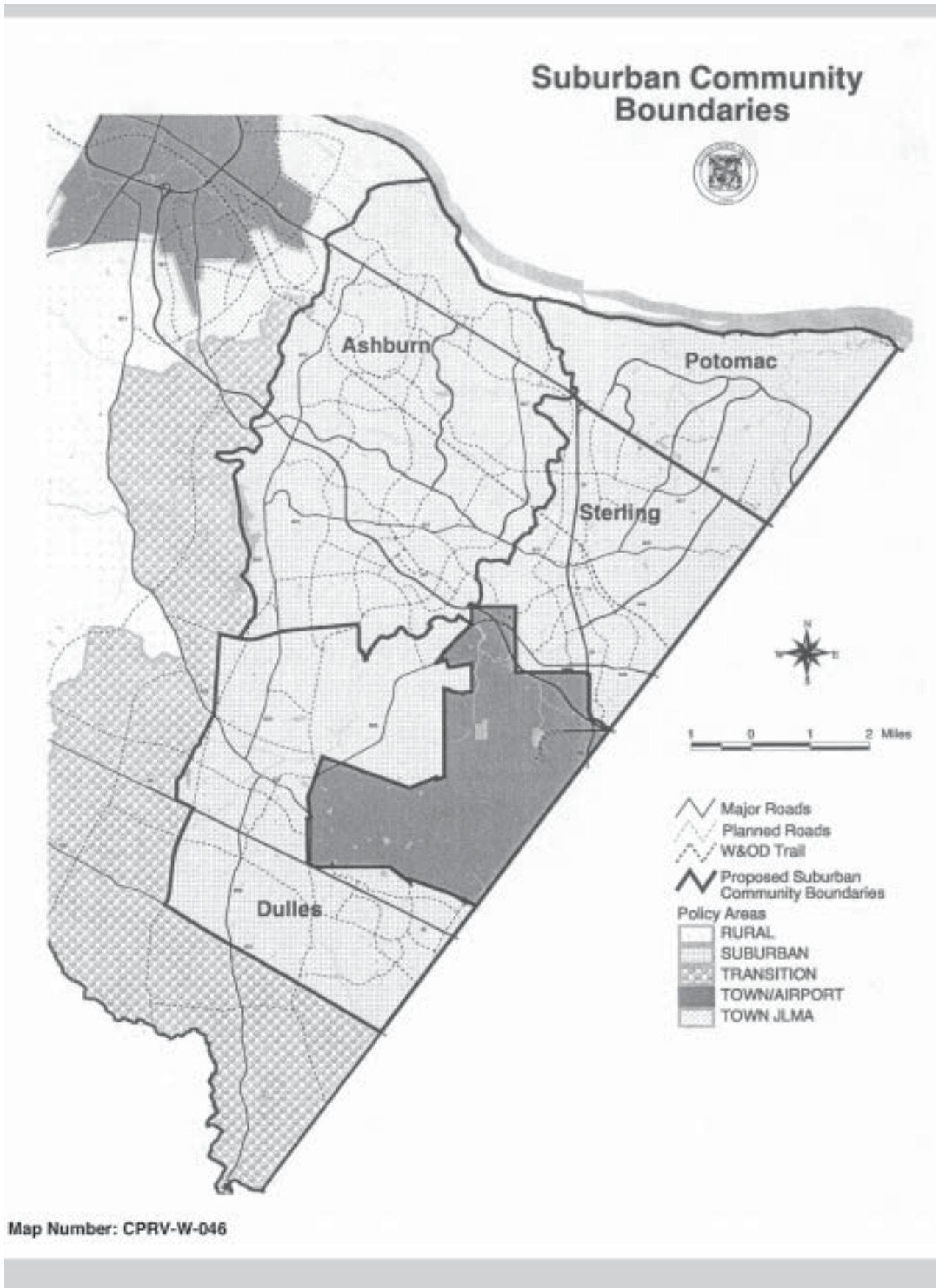
Hand rendering of a walkable mixed-use suburban development.

All development and redevelopment, both residential and non-residential, will implement a conservation design approach. Conservation design places a priority on preserving both sensitive environmental and man-made elements of a site. Site development will take place around these elements, incorporating them into the design.

Land Use Pattern and Design Policies

1. The County's vision for the Suburban Policy Area is self-sustaining communities that offer a mix of residential, commercial, and employment uses; a full complement of public services and facilities; amenities that support a high quality of life; and a design that conforms to the County's Green Infrastructure and incorporates Conservation Design.





2. Suburban Policy Area communities will be developed as efficient, compact, mixed-use and pedestrian-oriented communities with a range of residential lot sizes, in accordance with the community design policies of this Plan, will provide a measurable standard open space (active, passive, and natural) as specified in the land use matrix, and will fully integrate the County's Green Infrastructure.
3. The County, in collaboration with other governmental agencies and the private sector, will ensure through a variety of measures that all public spaces in residential and commercial areas are pedestrian friendly. These measures may include the construction, improvement, and maintenance of public squares, parks, and pedestrian malls, and the attention to street design details such as landscaping, lighting, and provision of attractive street furniture.
4. The County will develop four Community Plans that will provide for the development of the Suburban Policy Area. The four communities are Sterling, Potomac, Dulles, and Ashburn, as shown on the Suburban Community Boundaries Map.
5. All new development proposals in the Suburban Policy Area will be designed using the "conservation design" approach as detailed in the *Revised General Plan*.
6. The development phasing plan for a mixed-use project will establish a build-out relationship between the residential and non-residential components of the project that is consistent with the County's goals for the project area.
7. Alterations to approved land use projects will conform to the land use and design goals and policies of the *Revised General Plan*.
8. For properties up to 50 acres outside of Keynote Employment designations, the land use mix attributed to the various land uses may not be achievable due to the small size of the parcel. In such cases, an applicant for rezoning may vary from the land use mix specified in the Plan by showing that an alternative is more appropriate to the specific site. This can be accomplished by providing the County with a survey of land uses within a 1,500-foot radius of the site.
9. Development proposals proceeding through the legislative and site planning process will conform to the County's community design guidelines. The design guidelines will be implemented as a part of legislative applications (e.g., rezonings and special exceptions) and incorporated into regulatory documents such as the Zoning Ordinance, Facilities Standards Manual (FSM), and Land Subdivision and Development Ordinance (LSDO) where applicable.
10. To protect and enhance the historic character and cultural importance of the historically significant areas in the Suburban Area, the County shall work with the local communities towards the designation of County Historic and Cultural Conservation Districts. Other historically significant areas within the Suburban Area shall be identified and protected/enhanced. Pedestrian access to and from existing and future neighboring residential communities also shall be encouraged for any new development.
11. The County will discourage strip development of any type and accordingly will develop zoning performance standards to discourage this pattern of development.
12. The County will pursue state enabling legislation for the establishment of a Transfer of Development Rights (TDR) Program within suburban communities to assist in the development of open space.
13. There will be four (4) Town Centers, one (1) Transit-Oriented Development (TOD), one (1) Transit-Related Employment Center (TREC), and one (1) Urban Center in the Suburban Policy Area.
14. Undeveloped or minimally developed parcels shown on the Land Use Map for non-residential uses but zoned residential will be remapped to a corresponding non-residential district. Likewise, undeveloped or minimally developed parcels shown on the Land Use Map for residential uses, will be remapped to a density of 1.0 dwelling units per acre, if not currently zoned at a higher density.

A. Four Distinct Communities

The County recognizes that the Suburban Policy Area comprises four distinct communities that are separated from one-another by components of the Green Infrastructure and by major roads. As a priority, the County

will work with residents and business leaders to develop individual, detailed Community Plans to address particular needs and that will guide the build-out of each of these communities during the next twenty years. Different detailed planning approaches will be required because of the differences in the development of the four communities. For example, revitalization and redevelopment may be emphasized in the Sterling and Potomac Communities, while the Ashburn and Dulles communities continue to develop through new projects.

The Community Plans will be official elements of the County's Comprehensive Plan and will provide policy guidance to achieve the following objectives:

- The communities will be distinct, separated by greenways or natural buffers, as well as major road corridors and will protect sensitive environmental areas.
- Each community will have a recognized Town Center, provide a full range of housing types, and provide for a diverse, stimulating social, cultural, recreational, and spiritual environment.
- The County will create a program for the revitalization of older neighborhoods that will provide incentives for new investment, upgrading of facilities, and adaptive reuse of non-residential structures.
- The communities will comply fully with the County's Green Infrastructure policies, meet the applicable standards for open space, and have a network of greenways and trails.
- The County's service levels and plans for all public facilities will be fully implemented with appropriate site locations.
- Necessary school facilities will be provided at conveniently located sites to meet the educational needs of the communities and to ensure that school clusters are consistent with community boundaries.
- The internal transportation systems will be efficient, safe, pedestrian-friendly, and provide for alternative modes of transportation.

Pending completion of the Community Plans, the *Revised General Plan's* policies related to incorporating infill parcels into these communities will apply.



Historic areas within the Suburban Policy Area such as Old Sterling will be protected (Guliford Baptist Church shown).

Communities Policy

1. As part of the Community Plan process, the County will plan and implement a pedestrian and bikeway network to link the residential, employment, and transit station areas of the four Suburban Policy Area communities, and so far as possible, connect the system to those of adjoining jurisdictions.



Goose Creek forms the western boundary of the Suburban Policy Area.

B. Green Infrastructure

The Suburban Policy Area has a rich cultural heritage and is the site of important components of the County's Green Infrastructure. The County's strategy is to protect its existing elements and to recapture elements where possible. Existing elements of the Suburban Policy Area's Green Infrastructure include the following:

- An easement along the policy area's segment of Goose Creek, a state scenic river;

- The Northern Virginia Regional Park Authority's 838-acre Algonkian Regional Park, which has 1.6 miles of frontage on the Potomac River and features a 2-mile walking trail, recreational facilities, and riverfront vacation cottages;
- The County's parks and recreation system featuring the 367-acre Claude Moore Park, community centers in Arcola and Sterling, and numerous small parks and recreational facilities that are owned, leased, or maintained by the County;
- Athletic fields adjacent to the County's schools;
- Thousands of acres of open space in planned communities that are used or maintained by homeowners' associations (HOAs);
- Several public or private golf courses that are built or planned; and
- Cultural amenities including Northern Virginia Community College's 200-seat auditorium and art gallery, as well as Dulles Town Center's tree-lined town green with recreational facilities.

The Green Infrastructure policies outlined in Chapter Five of this Plan apply to the Suburban Policy Area. The County places a high priority on implementing Green Infrastructure policies in the Suburban Policy Area, recognizing that the development process of the past twenty years has not met the open-space needs of the expanding suburban population. By implementing conservation design, it is the County's desire to capture, recapture, and protect those natural and man-made elements that provide scenic beauty and cultural and recreational amenities for a community. Among the open space priorities as the County implements this *Revised General Plan's* Green Infrastructure policies are the following:

- Preservation of the 7,500 acres of floodplain along the Potomac River, the Broad Run, and a network of smaller tributaries in eastern Loudoun;
- Preservation of the remaining archeological sites of the Native American tribes;
- Support of the regional initiative to establish a "Potomac Heritage National Scenic Trail" along the banks of the Potomac River in Virginia, Pennsylvania, Maryland, and Washington, D.C.;

- Protection of the historical assets in the Village of Old Ashburn and the Village of Old Sterling through architecturally compatible rehabilitation and adaptive re-use of historic structures and the sensitive development of architecturally compatible infill projects;
- Protection of the 19th-century Ashburn Presbyterian Church, which is on the National Register of Historic Places;
- Recapture of the Green Infrastructure and wildlife habitat along the Sugarland Run and associated tributaries; and
- Reforestation and re-naturalization of significant woodland and wildlife habitat areas.

Green Infrastructure Policy

1. A distance of 1,000 feet east from the Beaverdam and Goose Creek reservoirs is designated as a priority open space area for the voluntary creation of a green-belt. This voluntary greenbelt extends 1,000 feet beyond the 300-foot no-build buffer established to protect water supply reservoirs. This greenbelt will be created through various mechanisms such as land donations, conservation easements, purchase of development rights, and other land conservation mechanisms. Such additions also will be considered as fulfilling open space requirements. (See Green Infrastructure Map, pg. 5-3)



A tot lot in Ashburn Village – an example of neighborhood active recreation

C. Open Space

Open space is a critical component of a healthy, vibrant community. It can provide the connections between

neighborhoods that enhance the sense of community. The Suburban Policy Area will incorporate a broad array of open-space features at both the community and neighborhood scale. Such areas may be in the form of woods, wet ponds, neighborhood and community parks, community gardens, athletic fields, tot lots, trails, street-scape areas, and other natural or man-made features that function as amenities for a planned development's residents and employees.

Open space not only lends scenic beauty, it also provides space for recreational activity. It is important that active recreation open space be readily accessible (i.e., pedestrian-oriented) and, when it is located in a residential area, commonly owned, either by a homeowner's association or by the public. Neighborhood parks should be numerous and easily accessed by the pedestrian and bicyclist. The County's overall goal is for open space to be within 1,500 feet of every residence in the Suburban Policy Area.

Greenbelts, areas of natural open space, are desired at the perimeter of the four communities and to separate the Suburban Policy Area from the Beaverdam and Goose Creek Reservoirs. Greenbelts provide a natural separation of communities. Greenways, corridors of natural open space usually along rivers or streams, are desired along the Goose Creek, Broad Run, Sugarland Run, and the Potomac River in the Suburban Policy Area.

Other open areas, such as perimeter buffers, stormwater management facilities, and leftover edges and corners of properties, do not meet the County's objective of providing usable open space. They will not meet more than 25 percent of the open-space requirements of new developments, unless they are part of a qualified open-space amenity. In some cases, such as in the development of small infill lots, 50 percent of the open space may be preserved off-site. In these cases, a contribution to a regional park or larger athletic facility may be more desirable to the County and its residents than small fragments of open space that would be accommodated within the development.

Open Space Policies

1. In Residential Areas, a mix of open space will be provided. This mix will include active and passive and/or natural open space areas as appropriate to the scale and location of the site. Types of active recreation open space include ballfields, tennis or basketball courts, swimming pools, tot lots, golf courses, dog parks, and other areas for recreational sports or games. Types of

passive open space include trails (hiking, biking, walking, or equestrian), picnic, camping, hunting, or fishing areas. Natural open space is land left in a mostly undeveloped state including forests, meadows, hedgerows, and wetlands.



Ballfields at Trailside Park in Ashburn

2. Business and Industrial land use areas will provide open space of the following types: open space in its "natural" state, such as forests, wetlands, or meadows; trails and trail connections; water features or amenities. The placement of certain active recreational facilities such as lighted ballfields in Business and Industrial land use areas will be encouraged. Business and Industrial land use areas will provide public and civic space of the following types: plazas, public art, entrance features. The required open space and public & civic space will conform to the percentages required for each category of suburban area development as established in the relevant matrix.
3. Interior open space will account for at least 75 percent of the required open space in residential areas. Thus, neither the required buffer areas nor "leftover spaces" and parking and street landscaping can account for more than 25 percent of the open space requirement.
4. All dwelling units will have an open space area (active, passive, or natural) located within 1,500 feet.
5. All active recreation open space will be readily accessible to pedestrians and cyclists by sidewalk, path, trail, and/or bike lane.

6. Fifty percent (50%) of the open space requirement may be satisfied by the area of River and Stream Corridor Overlay District (RSCOD).
7. The entire area of the RSCOD on a given parcel will be protected in accordance with River and Stream Corridor Resource policies, regardless of the amount applied to the open space requirement of the land use mix.
8. Residential developments in the Suburban Policy Area must have 30 percent of the land designated as open space. Up to 50 percent of the required open space, excluding RSCOD, may be obtained offsite within the same suburban community. Offsite open space can include priority open space areas, green-belts, and components of the green infrastructure.
9. Areas included on the following list will fulfill the open-space ratio requirement of the land use mix defined for residential communities:
 - a. Community parks that are at least three acres in size;
 - b. Neighborhood parks that are at least 20,000 square feet in size;
 - c. Pocket parks, landscaped gardens, and greens that are at least 2,500 square feet in size;
 - d. Linear path systems that connect to off-site path systems. Multi-modal path systems will conform to American Association of State Highway and Transportation Officials (AASHTO) standards;
 - e. Required perimeter buffers (not to comprise more than 25 percent of the open space);
 - f. Community gardens at least 2,500 square feet in size;
 - g. Tot lots that are a minimum of 5,000 square feet in size; and
 - h. The RSCOD that does not comprise more than 50 percent of the required open space in a community;
 - i. Equestrian trails;
 - j. Water features such as ponds and lakes that are wet year-round. Storm water management facilities will not be included unless they are developed as year-round amenities. (e.g., with gazebos, picnic areas, or walking paths added).
10. No buffer standard reductions will be permitted without substitution for other open space on an acre-to-acre basis.
11. Development will be clustered away from the Beaverdam and Goose Creek reservoirs to help establish the primary greenbelt area and to help create a contiguous network of open space as part of the Green Infrastructure.
12. The County will support and encourage private contractual exchanges of density within each of the four Suburban Communities to assist with the development of open space.
13. Density transfer, both by voluntary action and through the Open Space Preservation Program will be promoted within each of the four communities. All residential rezonings will be considered for voluntary participation in an open space preservation program.



The lake at Ashburn Village serves not only as a stormwater management pond but provides an amenity for residents.

D. Water and Wastewater

The Loudoun County Sanitation Authority (LCSA) will continue to be responsible for the provision of public water and sewer service in the Suburban Policy Area. Specific policies regarding water and wastewater for the Suburban Policy Area are contained in Chapter Two.

E. Transportation

The Suburban Policy Area (see Road Surfaces Suburban and Transition Policy Areas map, pg. 6-13) is the heart of the County's population, employment, and commercial centers. Moving people among these land uses smoothly is the hallmark of an effective transportation system. The County places a high priority on the establishment of a

safe, convenient, and environmentally sound transportation system for movement of people to and from the Suburban Policy Area as well as within it. The County's suburban transportation network is multi-modal: Routes 7, 28, 50, and 267 provide the backbone of the suburban road network; the W&OD Trail is the spine of the bicycle network; residential and commercial developments provide sidewalks and biking/walking trails to encourage biking and walking trips; and Bus Rapid Transit is expected to be implemented along the Dulles Greenway in the 2003/2004 timeframe with a conversion to rail service by 2010. These transportation networks link a variety of land uses. How the County plans communities will invariably affect transportation needs.

With the advent of transit, it is important that the County plan land uses accordingly. The County will identify future transit areas as Town Centers in each of the four communities during the Community Plan process. These areas may be targeted for redevelopment to facilitate transit, such as bus. In addition, mixed-use communities that provide pedestrian-scale environments promote walking and bicycling, which reduces automobile trips. The County will produce a bicycle and pedestrian network through a subsequent planning process for recreation and as a transportation alternative. This network should connect key centers of employment, commerce, service, and residential development. The County will continue to seek federal, state, and local funds to improve the existing transportation network - to become truly multi-modal.

Suburban Transportation Policies

1. The *Revised Countywide Transportation Plan (CTP)* provides additional transportation policy direction for the transportation network in the Suburban Policy Area. The hierarchy of roads will be amended to reflect the scale and function of its associated land use.
2. The development of High-Density Residential Areas and Town Centers will be phased to achieve acceptable levels of transportation service through the available mix of transportation modes.
3. Residential, office, institutional, civic, and retail areas in the Suburban Policy Area (schools, universities, shopping centers, employment centers, parks, libraries, community centers, and other heavily visited public buildings) should have convenient access by foot and bicycle.

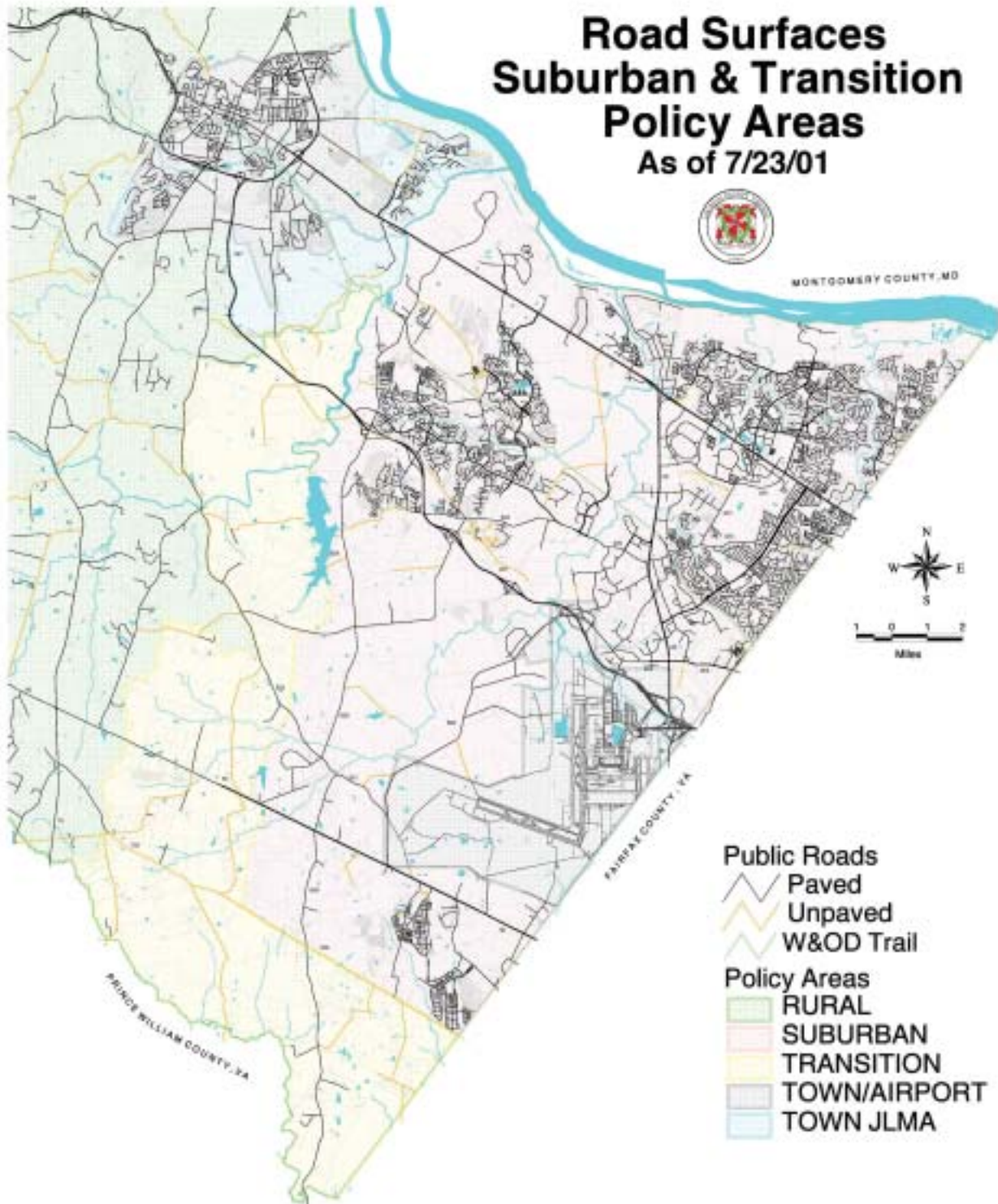
F. Infill, Revitalization, and Redevelopment

Due to its rapid development during the past two decades, the Suburban Policy Area should approach an initial build-out by 2020. The County anticipates that the majority of land use applications in this policy area will be for infill, revitalization, or redevelopment projects within established communities. Infill projects are key to completing larger community development patterns. Redevelopment and revitalization of aging or neglected areas of the Suburban Policy Area are essential to the general "health" of the area. An area's loss of vitality results in significant public costs due to abandonment of older public infrastructure and declining residential and non-residential property values.



Incentives and public investment will be provided for revitalization of developed areas.

Infill development is the establishment of a new land use on a site that may be undeveloped or underutilized but is located within an established, stable development where public facilities such as roads, water, sewer, and general services are available. A well-conceived strategy for the development of infill lots will help reduce the adverse impacts that result when two different land uses are adjacent to each other and allow uses complementary to those found on adjacent, developed sites. When infill development occurs between disparate uses, the site



should be developed to blend in or transition between uses with ample setbacks and buffering. Factors to be considered in developing infill parcels include the size of the parcel relative to the sizes of adjacent parcels; site access as it relates to regional access; community open space and civic area needs; impacts on the site due to existing or planned regional transportation facilities; utility connections; and the relationship to surrounding land uses and the physical location of those uses on the adjacent sites.

The County will not allow the artificial creation of infill development parcels. A property owner will not be permitted to reserve part of a larger tract of land in order to take advantage of any land use intensity that may accrue to the small piece if it were considered at a later date for infill development. If that is attempted, the subordinate parcel will be developed as though it were part of the regional context, clearly relating in use and intensity to the land use pattern established by the development of the larger tract of which it was once a part.

Although much of the Suburban Policy Area has been developed, this area will continue to evolve. The County envisions redevelopment to concentrate density into four Town Centers within the four distinct communities. This type of redevelopment might be considered “vertical” development. As the second wave of development occurs, the County will encourage new growth into the compact Town Centers of the four communities. These downtown areas will be identified in the Community Plan process.

As developments age and community needs shift, revitalization is necessary in communities. Those needs will be identified and planned for in the Community Plan process. Needs might include open space, pedestrian or bicycle connections, traffic calming, stormwater management improvements, or other issues. In keeping with the intent of the *Revised General Plan*, the recapture of Green Infrastructure will be a priority in all redevelopment strategies.

Infill, Redevelopment, and Revitalization Development Policies

1. The County will evaluate proposed infill development applications during the legislative and/or regulatory process based on how the proposed use functions on the site relative to the established development pattern, rather than simply based on the use itself. Evaluation criteria established to determine the relationship of surrounding uses with the proposed infill use will include the following:

- a. Size of the infill parcel relative to surrounding parcels,
 - b. Residential densities established on adjacent parcels,
 - c. Ability of the infill parcel to provide a compatible site design with or without buffering from the existing development pattern,
 - d. Amount of open space and impervious surface,
 - e. Use intensity,
 - f. Development pattern and scale,
 - g. Road and pedestrian network, and
 - h. Impact of noise and light generated on the site.
2. Redevelopment of existing uses will be based on the availability of adequate public facilities, transportation facilities, and infrastructure. The County desires the assemblage of small, adjacent under-utilized sites to achieve a consistent and compatible development pattern.
 3. Infill projects that propose substantially different uses from one or more of the adjoining properties will provide for an adequate transition through buffering, fencing, and setbacks to mitigate any negative impact.
 4. The Zoning Ordinance will promote the development of interim uses on vacant infill properties (i.e., which are initially interim but may become permanent such as community gardens, playgrounds, park-and-ride lots, and farmer’s markets), provided that these uses are compatible with the surrounding neighborhood.
 5. The County will ensure that new development projects provide inter-parcel vehicular and pedestrian access opportunities to adjacent vacant parcels so that future infill projects may be efficiently connected and served.
 6. The County will work actively with residential development applicants to facilitate the integration of proposed homeowner’s associations (HOAs) into an adjoining HOA to maintain economies of scale and to augment the availability of amenities.
 7. Higher density development as defined in the Revised General Plan will occur as redevelopment in the Suburban Policy Area in the Transit-Oriented Development, Urban Center, and in the Town

Centers, or “community cores”, of the four communities. These areas will have the highest densities in the Suburban Policy Area. The Town Centers will be identified during the Community Plan process.

8. The four Community Plans will identify the needs of each specific community such as where and what type of traffic calming is needed, and target specific areas for revitalization and redevelopment.
9. Redevelopment and revitalization plans will include the recapture of the Green Infrastructure through methods such as the PDR program; the strategic purchase of infill sites for parks, athletic fields, and open space; and assisting homeowners’ associations to purchase open space.
10. To provide for the sensitive redevelopment of existing areas to new uses, the County desires that small lots and tracts be consolidated into larger parcels that can support a more comprehensive design and servicing approach.
11. The County will direct public investment and resources and give priority to the redevelopment and enhancement of existing infrastructure, capital facilities, and services. The County also will implement an incentive program for redevelopment of the above.
12. The County will provide incentives and resources for the redevelopment and revitalization of developed areas within the four communities to retrofit neighborhoods to be pedestrian/bicycle oriented; to institute traffic calming, street lighting, and sidewalks; and to convert inefficient retail and commercial development.
13. The County will direct public investment and resources toward completing and recapturing the Green Infrastructure in the developed areas of the four communities and providing alternative transportation modes within the four communities.

Land Use Categories

The Suburban Policy Area has four primary land uses: Residential, Business, Industrial, and Retail (see Planned Land Use Map, pg. 7-23). Retail policies are established in the *Countywide Retail Policy Plan* amendment. Within these primary land uses are subcategories. The County’s overall land-development strategy is to encourage compact,

mixed-use developments that provide people with the opportunity to live, work, recreate, and shop in a pedestrian-friendly environment. The exceptions are for Keynote Employment areas, General Industrial areas, and Business land use areas within the Route 28 Tax District where residential uses are not allowed. Because much of the Suburban Policy Area is already developed, this Plan envisions that new projects will be modest in scope and therefore will be evaluated based on their compatibility with the larger community of which they will be a part. The land use categories and policies guiding their development are described below and summarized in the matrix on pg. 6-33.

A. Residential

Residential land uses include Residential Neighborhoods and High-Density Residential uses. Town Centers, the key commercial component of the four Suburban Communities, also are detailed in this section. Housing is the principal function in Residential Neighborhoods, but business and light/flex industrial uses also are permitted to provide support services and local employment opportunities to residents. The mix of uses at the core of larger Residential Neighborhoods should include retail and personal services, public and civic uses, and elements of the Green Infrastructure. Smaller neighborhoods will focus on a public green or park, civic buildings such as a church or community center, or a small neighborhood commercial center.



A mix of housing types and lot sizes provide options for a range of lifestyles and incomes.

Residential design features must include efficient and compact site and roadway layout with adequate open space (active, passive, and natural), streetscapes that include sidewalks, street trees, pedestrian-scale lighting, pedestrian and roadway linkages to other neighborhoods and communities, and the full protection and incorporation of the Green Infrastructure. Such neighborhoods will

incorporate a mix of housing types and lot sizes to provide options for a range of lifestyles and incomes, as well as a mix of land uses to allow residents the opportunity to work and shop nearby.

In larger Residential Communities made up of several neighborhoods, the focus will be a compact Town Center comprising residential uses, a commercial component larger than one that would serve a single neighborhood, plus public and civic uses, parks and greens.

General Residential Policies

1. The *Revised General Plan* indicates the preferred location for Residential Areas on the Land Use Map. These locations may be modified when Community Plans are developed.
2. The County may permit residential rezonings at densities up to 4.0 dwelling units per acre in Residential Neighborhoods and densities between 8.0 and 24.0 dwelling units per acre in High-Density Residential Areas, in accordance with the policies specific to each type of Residential land use.
3. Residential development will continue to be located outside the adopted and projected Ldn 65+ (day/night average noise level) noise zone for Washington Dulles International Airport and the Leesburg Executive Airport. Residential development within the Route 28 Highway Improvement Transportation District will be limited to three (3) specific locations. These areas include the Old Sterling planning area, the Oak Grove area, and the Eden Tract and Loudoun Village properties. Furthermore, the identification of specific properties precludes the use of other *Revised General Plan* policies, which would permit the consideration of residential development on a case-by-case basis.

1. Residential Neighborhoods

Residential Neighborhoods are the largest land use component of the Sterling, Potomac, Ashburn, and Dulles Communities. The long-term livability of neighborhoods requires a systematic approach to incorporating them into the overall design of the larger communities, while retaining their distinct neighborhood identities.

Residential Neighborhoods should have a variety of housing types and lot sizes, and they are to be developed in accordance with design guidelines and performance

standards for efficient site layout, a pedestrian-friendly scale, adequate open space (active, passive, and natural), and the protection and incorporation of the Green Infrastructure. Design guidelines included in the implementation section of this Plan outline key design features and opportunities to be addressed in these developments (See Chapter Eleven).

Residential Neighborhood Policies

1. New Residential Neighborhoods will develop at densities up to 4.0 dwelling units per acre, depending on the availability of adequate roads, utilities, and the provision of a full complement of public services and facilities.
2. The land use mix (measured as a percentage of the land area) in a Residential Neighborhood generally will comply with the following ratios:

Land Use Category*	Minimum Required	Maximum Permitted
a. Residential	30%	60%
b. Office & Light Industrial	0%	20%
c. Public & Civic:	10%	No maximum
d. Public Parks & Open Space	30%	No maximum

* Retail Policy guidance provided in *Countywide Retail Plan*

3. Residential Neighborhoods will incorporate fully open space at a minimum of 30 percent of the gross acreage of the property. In both residential areas, no more than 50 percent of the required open space may be located in the RSCOD.
4. Residential Neighborhoods will exhibit the following design characteristics desired by the County:
 - a. Compact site layout to reduce trips within the neighborhood, facilitate alternative forms of transportation, preserve the Green Infrastructure, and result in reduced transportation and utilities infrastructure costs;
 - b. Pedestrian-scale streetscape including such features as street trees, sidewalks along all street frontage, and street lighting;
 - c. A predominantly interconnected street pattern with inter-parcel connections;

- d. A combination of neighborhood parks, squares, and greens located throughout the neighborhood within 1500 feet of all residences, and a formal civic square or other public space located in conjunction with a civic facility, Neighborhood Center, or other use, to create a focal point for the community;
- e. The location of public and civic uses such as churches and community centers in prominent sites to act as landmarks within the neighborhood;
- f. Off-street parking lots located to the rear of civic and business uses to ensure the building is the prominent sight from the street;
- g. On-street parking that may be credited toward meeting residential parking requirements; and
- h. A variety of lot sizes.



A typical neighborhood

2. High-Density Residential Uses

High-Density Residential uses accommodate a scale of human activity that is needed to develop viable, mixed-use communities and to implement key County objectives including the development of mass transit, provision of affordable housing, preservation of open space, and efficient use of public facilities and services. High-Density Residential uses will develop only in a limited number of locations that include designated areas along the Dulles Greenway, within the County's Urban Center, in Town Centers, and as a component of mixed-use Business land use areas. Densities will be highest in the Dulles Greenway corridor, where transit is anticipated. Development within Transit-Oriented Developments (TODs) along the Dulles

Greenway is governed by the policies in the TOD section of this Plan. The Dulles Greenway corridor is defined as 1.5 miles on either side of the Dulles Greenway.



Garden apartments provide higher density housing options.

High-Density Residential Use Policies

1. High-Density Residential uses will include residential densities between 8.0 and 24.0 dwelling units per acre in mixed-use areas of the Dulles Greenway corridor, in the Urban Center, and densities between 8.0 and 16.0 units per acre in other mixed-use Business developments based upon the availability of utilities, transportation facilities, public facilities, participation in open-space preservation efforts, and conformance to the community design and growth management policies of this Plan.
2. Properties proposed for a rezoning to High-Density Residential uses may be located only in the following areas:
 - a. Areas designated as High-Density Residential uses on the Land Use Map.
 - b. In conjunction with an Urban Center or Town Center in accordance with policies applicable to each center;
 - c. As part of a Regional Office or Light Industrial use in accordance with policies applicable to each use; and
 - d. In other areas specifically identified in the *Revised General Plan* or Community Plans.

3. The land use mix (measured as a percentage of the project land area) in a High-Density Residential area generally will comply with the following ratios:

Land Use Category*	Minimum Required	Maximum Permitted
a. High Density Residential	40%	60%
b. Office, Light Industrial	0%	20%
c. Public & Civic	10%	no maximum
d. Public Parks & Open Space	30%	no maximum

*Retail Policy guidance provided in *Countywide Retail Plan*

4. High-Density Residential policies will be updated by Community Plan policies.

3. Town Centers

The Plan envisions that each of the four larger communities will have one Town Center. Town Centers serve as the “downtown” or community core of the four suburban communities. Town Centers must be compact and designed to accommodate pedestrian and vehicular traffic with a full complement of services and amenities. Even though the potential exists to develop the Town Center and associated neighborhoods in phases, an overall concept plan should be developed so the interrelationship of its parts (residential, commercial, office, civic, public open space, and transportation network) can be evaluated. A key element of the Town Center’s design is its emphasis on pedestrian movement versus automobile movement, through the use of a grid street pattern and pedestrian-scale shops. Town Center development also should include a provision for transit facilities or stops.

Town Center Policies

1. A Town Center functions as the “downtown” of each community with a mix of residential and business uses in a compact setting. Each of the four communities will have a Town Center, the location of which will be determined in the Community Plan process.
2. The Town Center will provide for a mix of land uses including dwellings, commercial and office uses, personal and household service establishments, institutional uses, public facilities, parks, playgrounds and other similar uses meeting the needs of the adjoining neighborhoods.

3. The Town Center will range in size between 30 and 60 acres.

4. The land use mix (measured as a percentage of the land area) in a Town Center generally will comply with the following ratios:

Land Use Category	Minimum Required	Maximum Permitted
a. High Density Residential	25%	40%
b. Commercial Retail & Services*	20%	45%
c. Regional Office	10%	25%
d. Overall Business Uses (b & c combined)	30%	50%
e. Public & Civic	10%	no maximum
f. Public Parks & Open Space	10%	no maximum

* Retail Policy guidance provided in *Countywide Retail Plan*

5. Housing densities from 8.0 to 16.0 dwelling units per acre will be permitted in a Town Center, contingent upon the availability of utilities, roads, and public facilities and in conformance with the community design and growth management policies of this Plan. The Residential component will be subject to the design guidelines outlined in the Residential policies.
6. Business floor-area ratios will be sufficient to permit maximum use of small lots and the development of structures that support ground-floor shops and upper-level residential and office uses.
7. An overall concept development plan will be required in sufficient detail to allow evaluation of the interrelationship of the Town Center’s parts (residential, commercial, office, civic, public open space, road network design, and other components).
8. Approval of a request to rezone property to permit a Town Center will be contingent on the provision of a full complement of public facilities and services, the adequacy of roads and utilities, limited impact on existing neighborhoods, and compliance of the proposal with the community-design policies and guidelines of this Plan.

B. Business

Business land use policies address the location and character of large-scale office and light-industrial uses in the Suburban Policy Area. The County encourages a mix of uses in most of its office and light-industrial business developments. In addition to offices, Business land uses generally may feature housing and/or commercial/retail uses, and all of the uses have a component of public/civic uses and parks and open space. A mix of uses creates an environment where individuals not only can work, but where they can live and have convenient access to services, shops, and recreation. Policies guiding retail development are found in the *Countywide Retail Plan* amendment. Policies in Chapter Eleven of this Plan guide the design of these developments.



An example of Keynote Employment

Business land uses include Urban Centers, Keynote Employment Centers, Regional Offices, Light Industrial uses, and Transit Nodes. Generally, such regional uses should be near the Washington Dulles International Airport, the Route 28 Highway Transportation Improvement District, the Dulles Greenway Corridor, and the Route 7 Corridor. This section also addresses parking policies relating to Business land uses.

General Business Land Use Policies

1. Business land uses will be located in accordance with the Land Use Map and the goals and policies of this Plan.
2. Office and Light-Industrial uses requiring markets outside the immediate neighborhood should locate in compact nodes at intersections of major collector and arterial roads in locations designated on the Land Use map.
3. In evaluating Business land use proposals, the following will be considered:
 - a. The market area and population threshold (which should be large enough for the proposed business use to financially support itself and not depend upon that portion of the population that is already served by existing and proposed competing projects);
 - b. Steps taken to mitigate the impact of parking, signs, and other associated activities on the surrounding community;
 - c. The available capacity of utilities and roads;
 - d. The potential fiscal and environmental impacts of the proposal;
 - e. The relationship of the proposed use to the land use and community design policies of the Plan; and
 - f. Other matters that may determine how the proposal relates to County policy.
4. All Business land use developments will be located in planned-development zoning districts to ensure the design and compatibility of new development with adjacent land uses and allows flexibility in site design.
5. Business land uses will possess adequate on-site parking, storage, and loading areas as well as landscape screening of these functions from surrounding neighborhoods. Designers should seek to reduce the potential impact of building size, exterior cladding of the building, signs and other features of an employment use that may create negative visual impacts on the surrounding community. Pedestrian and vehicular circulation systems in and around the business uses will form a safe and convenient network. Outdoor lighting will be designed for effective nighttime use of the facility and to reduce off-site glare to a minimum.
6. Access to Business land use areas will provide safe and efficient movement of traffic into the centers, without impeding traffic movements also on the adjacent roadways. Generally, entrances to and exits from the centers will be made from the minor arterials serving the center to cause the least disruption to traffic on the major arterials.
7. The County's CLI commercial zoning district allows for a wide variety of commercial uses, which generate

high traffic volumes and which do not promote the coordinated and efficient land use or traffic pattern envisioned by the County for the U.S. 50 Corridor. Therefore, the County will consider alternative methods for addressing the conformance issue, such as modification of the by-right and special exception uses provided in the district to those more appropriate to achieve the objectives of the Plan.

8. The County will develop and offer incentives to encourage property owners in the Route 28 Highway improvement Transportation District to convert or “opt-in” to the appropriate district regulations included in the Zoning Ordinance in accordance with the land use policies of the *Revised General Plan*.
9. Business land use policies will be updated by Community Plan policies.

1. Urban Centers

An Urban Center functions as an intensive, large-scale mixed-use community. It features well-configured squares and greens, a traditional network of landscaped streets with frontages dedicated to the social, recreational, and visual enjoyment of the pedestrian as well as the motorist, a rectilinear pattern of small blocks, and the location of civic buildings that act as landmarks and symbols of community identity. Like traditional urban centers that go through continual cycles of change, the modern Urban Center will evolve through phasing in response to changes in the surrounding communities, the development of services such as mass transit, and changes in business and housing trends.

The Plan foresees the development of one high-intensity, mixed-use Urban Center in the Suburban Policy Area at the Route 7/Route 28 interchange, which is currently in development. The phased density of the Urban Center will be higher than other Suburban areas and similar to Transit-Oriented Development to provide a well-designed urban pattern of residential and non-residential use related to mass transit. The development of an Urban Center will include a conceptual plan for expansion and will include specific plans for a transit stop to connect with transit service along the Dulles Greenway.

Urban Center Policies

1. One Urban Center is proposed at the southeast quadrant of the Route 28 and Route 7 intersection, intended to evolve from the current shopping/mixed-use center.

2. The Urban Center functions as a mixed-use service, retail, and residential component of a larger Business land use.
3. The Urban Center will be located in the interior rather than on the edge of the community it serves and should have easy pedestrian, bicycle, transit, and automobile access.
4. The Urban Center will be between 50 and 90 acres in size.
5. Commercial uses within the Urban Center will not include destination retail uses such as a building supply, nursery operation, auto dealership or similar uses requiring outdoor display or storage. Large-scale single-story retail uses that require over 20,000 square feet also conflict with the compact nature of the center and are not appropriate in the Urban Center.
6. Residential densities from 8.0 to 16.0 dwellings per acre may be permitted in the Urban Center, contingent upon the availability of utilities, pedestrian and bicycle travelways, and public facilities; conformance to the community design and growth management policies of this Plan; the preservation of a substantial amount of open space either on-site or off-site (but in the same community) through open space easements or other means. Density up to 24.0 dwelling units per acre will be permitted when bus transit related services (e.g., bus, light rail) and facilities are provided, such as a transit stop and access to it through a dedicated transit corridor. Residential areas within the Urban Center will be subject to the design criteria outlined in the Residential policies and Chapter Eleven of this Plan.
7. Non-residential FAR up to 0.4 may be permitted in the Urban Center, contingent upon the availability of utilities, pedestrian and bicycle travelways, and public facilities. Non-residential FAR up to 1.0 may be permitted when adequate bus transit facilities are provided, such as a transit stop and access to it through a dedicated transit corridor. Non-residential FAR up to 2.0 may be permitted in an Urban Center when rail facilities are planned, scheduled, designed, and fully funded to serve the Urban Center, residential densities.

8. The land use mix (measured as a percentage of the land area) in an Urban Center generally will comply with the following ratios:

Land Use Category	Minimum Required	Maximum Permitted
a. High Density Residential	10%	25%
b. Commercial Retail & Services*	10%	50%
c. Regional Office	30%	50%
d. Light Industrial	0%	20%
e. Overall Office & Light Industrial Uses (c & d combined)	30%	50%
f. Public & Civic	10%	no maximum
g. Public Parks & Open Space	10%	no maximum

*Retail Policy guidance provided in *Countywide Retail Plan*

9. Urban Center policies will be updated by Community Plan policies.

2. Transit Nodes

The two Transit Nodes located along the Dulles Greenway are key land use components of the Suburban Policy Area. The Transit Nodes are associated with transit centers. Transit centers are places where transit services connect in the transportation network and where passengers transfer between transportation modes. Transit centers will be sufficiently separated along the Dulles Greenway to preserve the distinct features of each Transit Center and to protect sensitive environmental features between them. In addition, sufficient separation provides for the efficient engineering and operation of transit – allowing sufficient start/stop time and operation at preferred speeds.

The two nodes are very different, in terms of their function and design, and as such are denoted as a Transit-Oriented Development (TOD) and a Transit-Related Employment Center (TREC). The discussion and policies contained in the *Toll Road Plan* regarding Transit Nodes have been included here and modified for clarity of the transit strategy planned for eastern Loudoun. The policies contained in this section provide guidance for the two types of transit nodes. Additional transportation policies for the Suburban Policy Area are contained in the *Revised Countywide Transportation Plan*. The County expects that property owners will work together with the public sector (the County, Washington Metropolitan Area Transit Authority, Metropolitan Washington Airport Authority, State

Department of Rail and Public Transportation, etc.) to ensure that adequate transit facilities and connections for all modes are in place to support maximum use of the transit system. This type of joint public-private partnership is required in the planning of the Transit Nodes, and all property owners are encouraged to work together in designing a unified development plan for the Transit Nodes.

The purpose of Transit Nodes is to limit sprawl and to reduce public costs; to provide the “critical mass” needed to support bus and rail transit; to provide a development alternative that promotes the separation of automobile-oriented land uses from transit-oriented land uses; and to maintain the efficient operation of the Dulles Greenway. The two Transit Nodes are both-transit-oriented, but serve several different functions. One is envisioned as a compact employment center with offices and support services, or as a Special Activity destination, consisting of a convention center, professional sports stadium, or other Special Activity use with supporting hotels and commercial services. The other Transit Node is a mix of high-intensity land uses ranging from high-density residential uses, regional offices, entertainment and cultural centers, and other business and support services.

The TOD will be located between the Loudoun County Parkway and Route 772 interchanges and comprise a mixed-use development. The TREC will be located to the north of the Dulles Greenway north and west of the Route 606 interchange and the Dulles North Regional Transit Center, a regional park-and-ride facility. Because of the constraints of the Dulles Airport 65 Ldn, the Dulles North Transit Center, and the importance of preserving the natural environment around the Broad Run, the TREC is planned for concentrated employment use or Special Activity use without a residential component.

Transit Node Policies

1. The areas that could accommodate the TOD or the TREC are depicted on the Land Use Map.
2. The boundaries of a Transit Node will vary to correspond with physical and natural barriers that limit compact development, pedestrian connections and movement, and access to the transit station. Limiting factors will include topography, and major arterials, so that the Transit Node may not be a full radius, but will be influenced in form by natural and man-made barriers.

3. Major access roads will be located on or near the periphery of the Transit Nodes to avoid conflict with transit services and pedestrian traffic.
4. Nodal land uses should be adjoining or located in close proximity to one another to ensure a compact development pattern and a continuous urban street-scape not interrupted by parking lots or empty lots.
5. Proposals for the development of a Transit Node should include a unified, coherent concept plan showing the type and scale of uses, densities, and the physical and functional integration of proposed land uses, including the pedestrian connections between uses and transit stops.
6. The County will encourage the cooperation of all landowners in the development of the Transit Nodes to ensure conformance with the Transit Node concept set forth in the *Revised General Plan*.
7. Automobile-oriented land uses such as building supply; nursery operations; auto dealers; large-scale, single-story retail uses; truck terminals; warehousing; golf courses; service stations; furniture stores; drive-through restaurants and drive-through banks will not be located in Transit Nodes.
8. The County expects that property owners will work together with the public sector (the County, WMATA, MWAA, DRPT, etc.) to ensure that adequate transit facilities and connections for all modes to support maximum use of the transit system.

a. Transit-Oriented Development (TOD)

Land adjacent to the Dulles Greenway will be the site of a compact Transit-Oriented Development (TOD) that will have densities to support a balanced mix of jobs, transportation, and high-density housing. The TOD will provide pedestrian-scale development with a mix of residential, commercial, public, and employment uses. Pedestrian circulation will be enhanced by short blocks arranged in a rectilinear grid-street pattern. The street pattern should be simple, memorable, and direct, avoiding circuitous routes. For the pedestrian, an inter-connected (or grid) street layout makes destinations clear and routes easy to navigate. The TOD will have an “urban feel” with pedestrian-oriented building facades, ground-floor shops, and distinctive public spaces.

Depending on the planned location of the transit stop, the TOD can be located on the south side of the Dulles

Greenway or could straddle the road. If the TOD’s transit stop is located outside the median of the Dulles Greenway, the TOD should be located completely on the same side of the roadway. If the transit stop is located within the median of the roadway, the TOD could be located on both sides of the Dulles Greenway preferably with an urban deck.



An example of transit-oriented development

The TOD will comprise a commercial core and an outer core. In addition, the surrounding area will have a transit-supportive role. Transit stops will be located in the center of the commercial core. The TOD will encompass an area no greater than that defined by the 1/2 mile radius from TOD edge to the transit stop to ensure compact mixed-use development, with reliance on transit and pedestrian circulation. This circulation will be implemented through a traditional network of grid streets with the pattern extending into the transit-supportive area.

The highest land use intensities will be located close to the transit stop at the commercial core (1/4-mile from the transit stop). The commercial core should have the most “urban-feel” with a vertical mix of uses, such as ground-floor shops and upper story residences, and public gathering places. Land uses will diminish in intensity as they increase in distance from the transit stop, although they will continue the same grid pattern. The TOD will be surrounded by a transit-supportive area, providing for a complementary density and design transition from the intense TOD to the less-intense development outside the TOD.

The development intensity of a TOD will be phased when road and transit capacity can support it. The County will consider density increases when there is adequate transportation capability to handle the associated traffic increases (roads, bus, and rail). Each density phase can be achieved when the next level of transportation capacity is

planned, programmed, designed, and fully funded for construction either by public programs, a joint public/private venture, a consortium of property owners, or the private sector, in order to ensure adequate transportation capacity.

Transit-Oriented Development (TOD) Policies

1. The location for TOD will be determined when a proposal for the development of a TOD complies with the policies of this Plan and meets these seven criteria:
 - a. The location provides road access with adequate capacity and a network that supports bus transit to the transit stop located at the center of the TOD ensuring timely, efficient transit service.
 - b. The location is between interchanges, so that the intensity of the TOD is supported by two interchanges, and so that auto-oriented land uses are conveniently separated from transit-oriented land uses. When rail serves the TOD, the rail can either leave the median of the Dulles Greenway or remain in the median and not be hampered by the configuration of the road network. Dulles Greenway interchanges should not be congested by the high-density land uses planned for the TOD.
 - c. There is sufficient land area to support the development needed to sustain bus and rail transit and the size meets the TOD size policies included in the Plan.
 - d. The location has minimal environmental constraints, such as RSCOD and steep slopes.
 - e. The location will not negatively affect established neighborhoods by promoting through-traffic and other such intrusions to the neighborhood.
 - f. The location can clearly provide a transit opportunity that can be engineered to serve the TOD, including accommodating rail in the median of the Dulles Greenway.
 - g. The location does not harm the planned regional road network or planned regional transit facilities.
2. The TOD will be located between the Route 607 and Route 772 interchanges.

3. TODs will be located between the Dulles Greenway interchanges. TOD edges will be located no closer than 1,500 feet from the center point of an interchange.
4. The preferred location for a TOD is completely on the south side of the Dulles Greenway. If the transit facility is located in the median of the Dulles Greenway, the TOD can extend to both sides of the Dulles Greenway.
5. The land use mix (measured as a percentage of the gross land area) in a TOD will generally comply with the following ratios:

Land Use Category*	Minimum Required	Maximum Permitted
a. Residential	20%	50%
b. Regional Office	20%	50%
c. Commercial Retail and Services	10%	30%
d. Public Parks, Civic & Open Space	15%	No Maximum

*Retail Policy guidance provided in *Countywide Retail Plan*

6. The TOD will contain a mix of uses including residential uses as well as two or more significant tax-producing land uses that are mutually supporting.
7. The County will encourage the development of a mix of housing types, densities, and building types in the TOD.
8. The TOD will consist of a commercial core, an outer core. The commercial core will extend to 1/4-mile from the transit stop. The outer core will extend from 1/4-mile to 1/2-mile out from the transit stop. In addition, there will be a transit supportive area surrounding the TOD. It will extend from the outer core edge (1/2-mile) to one mile from the transit stop.
9. Transit stops will be located in the commercial core. The preferred location of the transit stop is at least 1/2-mile off of the Dulles Greenway to maximize the TOD development within a 1/2-mile radius; however, if upon further study, cost, engineering, and/or design characteristics prohibit the transit stop from leaving the Dulles Greenway median, the transit stop could be within the median and the TOD could extend to either or both sides of the Dulles Greenway.

10. The TOD will provide pedestrian-scale development with a mix of high-density residential, commercial, public, personal services, and employment uses. Pedestrian circulation will be enhanced by short blocks arranged in a rectilinear grid-street pattern. The TOD will have an “urban feel” with pedestrian-oriented building facades, ground-floor shops, and streets culminating in distinctive public spaces.
11. TOD land uses should include convenience retail uses and civic uses, such as public plazas, libraries, day care, and postal services. The commercial core will contain the highest land use intensities in the Dulles Greenway corridor. Use intensities will step down from the commercial core to the outer core to the transit supportive area.
12. The TOD land use intensity will be phased as alternative modes of transit are available. Use intensities may increase as the specified mode of transit is planned, scheduled, designed, and funded to serve the TOD. The following density increments may be achieved:
 - a. The density for the TOD when served only by roads is up to 16 dwelling units per acre for residential development and up to 0.6 FAR for non-residential development contingent upon the availability of utilities, pedestrian and bicycle travelways, public facilities, and conformance to the community-design and growth-management policies of the *Revised General Plan*.
 - b. When bus service and facilities are planned, scheduled, designed and fully funded to serve the TOD, residential densities may increase above 16 dwelling units per acre up to 32 dwelling units per acre and a non-residential FAR above 0.6 up to 1.0, contingent upon the availability of utilities, pedestrian and bicycle travelways, public facilities, and conformance to the community-design and growth-management policies of the *Revised General Plan*.
 - c. When rail transit and facilities are planned, scheduled, designed, and fully funded to serve the TOD, residential densities can increase above 32 dwelling units per acre up to 50 dwelling units per acre and a non-residential FAR above 1.0 to 2.0.
13. A vertical mix of uses is encouraged in multi-story buildings in the commercial core, such as ground floor retail with upper story residences or offices. When a vertical mix of uses is provided, the land use matrix will be more flexible to accommodate this type of development.
14. The provision of an urban deck is encouraged in the design of the transit station and TOD if the transit station is located in the median of the Dulles Greenway to ensure an appealing convenient pedestrian environment and convenient access to the TOD land uses.
15. The transit supportive area will consist of the land located between approximately 1/2-mile and one mile from the transit stop.
16. The transit supportive area is meant to provide a transitional and complementary area between the high-density core and the surrounding development pattern outside of the TOD.
17. Transit-supportive areas should provide a mix of land uses that complement and support TOD land uses. Commercial uses within the transit supportive area should not compete with the major retail, office, and service commercial in the Commercial Core of the TOD.
18. The transit-supportive area street network should complement and support the TOD area street network by providing multiple and direct vehicular, bicycle, and pedestrian connections to the transit station.
19. Transit supportive areas will be developed to reflect their underlying land use designations. Business land use areas will be permitted to develop to a maximum density of 24.0 dwelling units per acre depending on the availability of bus service to the nearby TOD core. Higher density residential or mixed-use areas should be clustered in pockets along transit corridors to support feeder bus travel.
20. The County may consider an additional TOD west of the Route 772 interchange in the event the Dulles Corridor Bus Rapid Transit/Rail Project is planned to extend beyond the Route 772 Interchange.

b. Transit-Related Employment Center (TREC)

A Transit-Related Employment Center (TREC) or Special Activity destination is planned north and west of the Route 606 interchange with the Dulles Greenway and the regional park and ride facility. A transit stop is planned to serve the Dulles North Regional Transit Center, a regional park and ride lot that will accommodate 750 vehicles initially, and eventually 6,000 vehicles in parking garages. The park and ride lot is located within 1/2-mile of the planned transit stop, and this type of use is incompatible with TOD. However, because a transit station is planned for this area, the County plans to make the fullest use of the land close to that stop to be supportive of and served by the transit service. The TREC is planned for concentrated compact employment use. This area also may be appropriate for a special activity such as a professional sports stadium. The location of the park and ride lot and the transit stop make the 1/2-mile area close to the stop attractive for a Special Activity use. The TREC will encompass an area no larger than 1/2-mile north of the station. This area is limited by the Dulles Airport property and the park and ride lot to the southeast, and the Route 606/Dulles Greenway interchange to the south.

The TREC will provide compact, high-intensity employment uses and/or a Special Activity use, with a support retail and service component. Pedestrian circulation will be enhanced by short blocks arranged in a rectilinear grid-street pattern. The street pattern should be simple, memorable, and direct, avoiding circuitous routes. Pedestrian connections from the employment or Special Activity use to the transit station and park and ride lot should be safe, convenient, and easy to navigate.

To reach the allowable net FAR of 2.0 in the TREC, an applicant will ensure that travel to existing and future transportation facilities is not encumbered. This includes providing necessary roadway improvements such that access to Dulles Airport, the Dulles North Transit Center, and the transit station are not negatively affected by high-intensity development on the TREC.

Transit-Related Employment Center (TREC) Policies

1. The TREC will be located to the north and west of the Dulles Greenway and the Route 606 interchange. This area, encumbered by the regional park and ride facility, the RSCOD, Route 606, Route 789, and the 65 Ldn cannot be developed as a TOD.

2. The TREC will be located entirely on the north side of the Dulles Greenway north of the Dulles Airport property, no further than 1/2-mile from the transit stop.
3. The location for the TREC will be determined when a proposal for the development of a TREC complies with the policies of this Plan and meets these six criteria:
 - a. The location provides road access with adequate capacity and a network that supports bus transit to the transit stop located south of the TREC ensuring timely, efficient transit service.
 - b. The location will provide road improvements such that the auto-oriented land uses are conveniently separated from transit-oriented land uses. When rail serves the TREC, the rail will not be hampered by the configuration of the road network. Dulles Greenway interchanges should not be congested by the high-intensity land uses planned for the TREC.
 - c. The location will not negatively affect established neighborhoods by promoting through-traffic and other such intrusions to the neighborhood.
 - d. The location can clearly provide a transit opportunity that can be engineered to serve the TREC, including accommodating rail in the median of the Dulles Greenway and safe and convenient access to the transit station.
 - e. Because of the planned land use intensity, the location does not harm the planned regional road network or planned regional transit facilities.
4. The land use mix (measured as a percentage of the gross land area) in a TREC will generally comply with the following ratios:

Land Use Category*	Minimum Required	Maximum Permitted
a. Regional Office	25%	75%
b. Light Industrial	0%	20%
c. Special Activity Uses	0%	50%
d. Commercial Retail and Services	10%	30%
e. Public Parks, Civic & Open Space	15%	no maximum

*Retail Policy guidance provided in *Countywide Retail Plan*

5. The County will encourage the cooperation of all landowners in the development of the TREC to ensure conformance with the TREC concept set forth in the *Revised General Plan*.
 6. The TREC land use intensity will be phased as alternative modes of transit are available. Use intensities may increase as the specified mode of transit is planned, scheduled, designed, and funded to serve the TREC. The following density increments may be achieved:
 - a. The density for the TREC when served only by roads is up to 0.6 FAR for non-residential development contingent upon the availability of utilities, pedestrian and bicycle travelways, public facilities, and conformance to the community-design and growth-management policies of the *Revised General Plan*.
 - b. When bus service and facilities are planned, scheduled, designed and fully funded to serve the TREC, non-residential FAR above 0.6 up to 1.0, contingent upon the availability of utilities, pedestrian and bicycle travelways, public facilities, and conformance to the community-design and growth-management policies of the *Revised General Plan*.
 - c. When rail transit and facilities are planned, scheduled, designed, and fully funded to serve the TREC, non-residential FAR above 1.0 to 2.0.
 7. To reach the allowable net FAR of 2.0 in the TREC, an applicant will ensure that travel to existing transportation facilities is not encumbered, including providing necessary regional roadway improvements such that access to Dulles Airport, the Dulles North Transit Center, or the transit station are not negatively impacted. Roadway improvements include maintaining an acceptable level of service for Routes 789, 606, and 607.
 8. The County may consider the development of FAR above 0.4 north of the Greenway and west of the Broad Run if the applicant demonstrates the following:
 - a. Loudoun County Parkway, Shellhorn Road, Route 789, Route 606, and the Dulles Greenway can continue to function at acceptable levels.
 - b. Negative impact to the RSCOD is minimized.
 - c. Access to the Dulles North Transit Center is not hampered.
 - d. A unified development plan is provided that establishes clear pedestrian and transit linkages between the areas east and west of the Broad Run.
 - e. Adequate, safe, and logical pedestrian connections can be made from the land uses on the west side of the Broad Run to access the transit stop east of Broad Run.
- If all of these criteria cannot be met, the area north of the Greenway and west of the Broad Run will be developed under the Keynote Employment policies of this Plan.
9. The highest land use intensities in the TREC will be closest to the transit station, and use intensities will step down as uses radiate to the outer edge of the TREC.
 10. The County will work with the Metropolitan Washington Airports Authority to encourage use of Dulles Airport property for the rail maintenance and storage yard.

3. Keynote Employment Centers

Keynote Employment Centers are 100-percent premier office or research-and-development centers supported by ancillary retail and personal services for employees. They do not permit a residential component. Keynote Employment centers have high visibility along major corridors, their structures accented with heavily landscaped greens and tree-lined boulevards, and reflect the County's growing prominence as a global crossroads for business. Keynote Employment Centers house headquarters for businesses such as America Online and MCI/WorldCom.

The preferred location for Keynote Employment Centers is along Route 7, the Dulles Greenway, and a portion of Route 28. The Route 7 corridor will maintain its campus-like appearance and continue to be one of the primary locations for Keynote Employment Centers. The County should vigorously attempt to locate regional and nationally oriented office centers on Route 7 and Route 28 and in the Dulles Greenway corridor.

Keynote Employment Center Policies

1. Keynote Employment uses are defined as large-scale regional office developments that feature high visual quality and high trip-generating uses, including office parks, research and development parks, corporate headquarters, and similar uses of a large scale (e.g., 40,000 gross square feet or greater). Keynote Employment areas will be single-use with the ancillary services necessary to support the predominant office use.



Keynote Employment Center on Route 28

2. Keynote Employment along Route 7 should be set back a minimum of 300 feet from the right of way, with green buffering, preferably native vegetation.
3. Keynote Employment areas are identified on the Land Use Map and generally are located along Route 7, Route 28, and the eastern end of the Dulles Greenway. These roads are prominent corridors in the County and are intended to be the location of premier office sites for high-visibility.
4. The land use mix (measured as a percentage of the land area) in a Keynote Employment area generally will comply with the following ratios:

Land Use Category*	Minimum Required	Maximum Permitted
a. Regional Office	70%	85%
b. Commercial Retail & Services*	0%	10%
c. Public & Civic	5%	no maximum
d. Public Parks & Open Space	10%	no maximum

* Retail Policy guidance provided in *Countywide Retail Plan*

5. The County encourages the use of structured parking in the Keynote Employment areas.
6. The Zoning Ordinance will distinguish Keynote Employment areas from other Office Districts.

4. Regional Office Uses

Regional Office uses support a variety of office employment in the convenience of a mixed-use setting. Large Regional Office uses outside of an Urban Center are to be developed along major collector roads such as the eastern end of Route 606, Route 607, and Route 625. They are to have a mix of housing and public and civic space, as well as a limited amount of retail and light/industrial flex uses with the exception of those areas within the Route 28 Tax District, which are prohibited by policy from having a residential component. The County supports the continued growth of educational and institutional uses as complementary uses to regional office development.



Mixed-use business development

Regional Office Use Policies

1. High-Density Residential uses may be permitted in conjunction with a larger Regional Office development that exceeds 75 acres in buildable area. These residential areas will be subject to the density and design criteria outlined in the High-Density Residential policies of this Plan and contingent upon the availability of utilities, transportation facilities, and public services and implementation of the community design and growth management objectives of this Plan.
2. The land use mix (measured as a percentage of the land area) in a Regional Office area generally will comply with the following ratios:

Land Use Category	Minimum Required	Maximum Permitted
a. High Density Residential	15%	25%
b. Regional Office	50%	70%
c. Commercial Retail & Services*	0%	10%
d. Light Industrial/Flex	0%	20%
e. Overall Commercial & Light Industrial (c plus d)	0%	20%
f. Public & Civic	5%	no maximum
g. Public Parks & Open Space	10%	no maximum

* Retail Policy guidance provided in *Countywide Retail Plan*

5. Light-Industrial Uses

Light-Industrial uses are an integral component of the County's Business land use areas. The County encourages the co-location of light-industrial uses that are compatible with office, commercial, and residential development. Campus-style industrial parks are appropriate along the major corridors of the County. Warehouse, manufacturing and repair uses should be located along the less visible industrial collector roads and should have high accessibility to Dulles Airport.

Light-Industrial Use Policies

1. Light-Industrial uses, including flex, research and development, and smaller-scale manufacturing, are considered an integral component of Business areas. The County will permit industrial uses that are compatible with office, commercial, and residential development by virtue of size and the lack of outdoor storage, or manufacturing activities, and other activities or emissions that could have a detrimental impact on surrounding residential or business uses.
2. Light-Industrial and regional office uses are encouraged in compact, high-intensity nodes on the arterial corridors of the County in areas designated Business Community on the Land Use Map.
3. Light-Industrial uses will be limited to those that do not require outside storage and which have negligible emissions (i.e., noise, odor, vibration).
4. The provision of safe, convenient, and attractive pedestrian access to nearby residential areas and to local businesses for ancillary retail services and goods will be evaluated in approving or denying such proposals.



Beaumeade Corporate Park is light industrial park.

5. The land use mix (measured as a percentage of the land area) in Light-Industrial communities generally will comply with the following ratios:

Land Use Category	Minimum Required	Maximum Permitted
a. High Density Residential (outside noise impact area)	0%	25%
b. Commercial Retail & Services*	0%	10%
c. Regional Office	0%	40%
d. Overall Business Uses (b & c combined)	0%	40%
e. Light Industrial/Flex	45%	85%
f. Public & Civic	5%	no maximum
g. Public Parks & Open Space	10%	no maximum

*Retail Policy guidance provided in *Countywide Retail Plan*

6. High-Density Residential uses may be permitted in conjunction with a Light-Industrial development. Residential areas will be subject to the designated density and design criteria outlined in the residential policies of this Plan and subject to the availability of utilities, roads, and public services, compliance with the countywide proffer policies, and implementation of the community design guidelines and growth management objectives of this Plan.

6. Parking

In the past, the size, location, and configuration of parking lots has sent a clear and simple message: “arrive by car only.” By changing the standards for parking design, a friendlier environment for alternative forms of transportation, including walking and bicycling is created. The parking standards for Business land uses contained here reflect the County’s emphasis on multi-modal transportation, mixed-use development, and environmental protection. Placing parking to the rear of buildings encourages pedestrians to approach because they are not traversing wide expanses of asphalt. Encouraging shared parking among businesses provides the same benefit. The benefits of on-street parking include traffic calming and protecting pedestrians from on-street traffic. Structured parking provides a high-quality look to business development and protects the environment by reducing stormwater run-off.

Suburban Parking Policies

1. The County discourages developments from providing additional impervious surface that exceeds the parking requirements of the Zoning Ordinance.
2. The County will continue its practice of reducing parking requirements for development within 1,500 feet of existing transit centers in order to encourage transit usage.
3. The County will reduce parking requirements when a development proposal includes Transportation Demand Management (TDM) strategies that can be demonstrated to reduce trip making to and from the development. Such strategies may include, but are not limited to carpool and vanpool coordination, parking incentive programs, transit subsidies and teleworking programs, and coordination with non-auto arrival modes, such as transit, bicycle, or pedestrian, when facilities for these modes are in place. Parking reductions in such instances will be commensurate with the demonstrated reduced demand for parking.
4. The County will encourage existing and new employment and business uses to support alternative travel modes by offering ridesharing and car/vanpooling, minimizing the availability of parking beyond current County requirements, and providing site amenities (e.g., transit shelters and bicycle lockers) as appropriate. Employers also should investigate other incentives (e.g., parking cashout programs and telework policies).

5. The County will provide incentives to encourage structured parking in all Business land use areas, especially Keynote Employment areas.
6. The Zoning Ordinance will continue to allow shared/reduced parking based upon the joint-use, time-of-day, or time-of-week needs of different uses.
7. Where possible, and in coordination with VDOT, the County will credit on-street parking adjacent to a commercial use toward meeting parking requirements.
8. The County encourages the use of pervious parking surfaces where existing soil types and current technology will allow.
9. Where appropriate, parking lots will be placed to the rear of buildings.
10. Design guidelines will be established to facilitate adequate landscaping, berms, pedestrian access, and environmentally sound stormwater run-off.

C. General Industrial

Industrial Centers are intended to accommodate the continued operation and expansion of major industrial uses in the County and to provide a degree of protection for industrial uses from other land uses. Primary land uses in these industrial areas are General Industry and Heavy Industry.



Heavy Industrial uses are located so they are protected from incompatible residential development.

General Industrial uses are predominantly labor-intensive industrial and commercial uses. Their outdoor storage requirements, noise levels, and emissions present difficult

design issues and make them incompatible with residential development. Associated activities also make them incompatible with residential and other business areas. Such developments are best located away from major roads, accessed from within an industrial park, and limited to a minor portion of a larger development.

Heavy Industry is not conducive to mixed-use development. Heavy industrial sites generally are limited to land within the 65+ Ldn (day/night average sound level) Noise Zone or where residential development is otherwise undesirable. The County requires that industrial uses provide adequate buffers and protection to mitigate negative impacts on surrounding uses. Quarries are considered Heavy Industrial uses. Policies governing quarries are located in Chapter Five, the Green Infrastructure.

General Industrial Use Policies

1. New industrial centers will be located in accordance with the Land Use Map and the community design guidelines and land use policies of this Plan.
2. The County will require that industrial uses provide sufficient buffering from nearby residential areas and business uses to ensure that the effects of noise, vibration, odor, or other emissions that may be associated with the industry do not exceed specified levels.
3. Industrial uses will be located in the 65+ Ldn (Day Night average sound level) Noise Zone as measured on the Integrated Noise Model Mod 3.8 and projected by the Federal Aviation Authority in its noise studies for the Washington Dulles International Airport when the facility is operating at full five-runway capacity and only as designated in the County's Comprehensive Plan.
4. Land bordering Route 606 and south of the Washington Dulles International Airport will be designated for General Industrial uses (e.g., manufacturing, bus/trucking repair facilities, warehouse and assembly, and airport serving uses).
5. Light Industrial Development may be located as an ancillary component of a General Industrial Use development.
6. Where General Industrial uses are proposed to develop in free-standing industrial parks the following guidelines will be met:
 - a. Screen all outdoor storage and equipment parking areas from adjoining non-industrial properties and roads.
 - b. Locate allowed retail uses along internal street frontages.
 - c. Minimize the number of entrances to the industrial park from major collector or arterial roads.
7. General Industrial uses will not be adjacent to a residential neighborhood.
8. The land use mix (measured as a percentage of the land area) in a General Industrial Area generally will comply with the following ratios:

Land Use Category	Minimum Required	Maximum Permitted
a. Residential	0%	0%
b. Commercial Retail & Services*	0%	10%
c. Office	0%	20%
d. Light Industrial	0%	20%
e. Industrial	70%	90%
f. Public & Civic	0%	No maximum
g. Public Parks & Open Space	10%	No maximum

* Retail Policy guidance provided in *Countywide Retail Plan*

9. Heavy Industry uses will be buffered from residential uses. This separation may be accomplished by locating less-intensive employment uses permitted in Regional Office or Light Industrial areas in transitional areas adjoining the Heavy Industry use. The width of the transition area adjoining the Heavy Industrial use will be determined on a case-by-case basis. The County may consider the existence of natural or manmade barriers between the uses (such as streams and floodplains or major collector or arterial roads, existing buffers or greenbelts and topographic features of the area).
10. Heavy Industry uses should have access to, but be screened from, views along arterial roads. Outdoor activities such as equipment parking and material storage should be screened from view from adjoining roads.
11. The County will place a limitation on the size of heavy industry, and appropriate linkages will be established

based on road capacity, employment generation, and water requirements.

12. The County will protect the Luck Stone Quarry from incompatible neighboring uses by ensuring that encroaching new development not hinder the operation of the quarry.

D. Special Activity Uses

Special Activity uses are single uses or activities that may not be compatible with the mixed-use communities in the Suburban Policy Area due to their scale. Special Activity uses include professional sports stadiums, conference facilities, and theme parks. While economic benefit would be derived from the use and from ancillary development spurred by its existence, the Special Activity use substantially could affect surrounding land uses.

Loudoun County's unique amenities increase its potential to attract Special Activity uses that would serve the region. The Washington Dulles International Airport, the Dulles Greenway, and future transit make the Toll Road planning area especially attractive.

The County encourages the development of Special Activity uses in the Toll Road planning area and will evaluate Special Activity use proposals on a set of criteria to ensure the selection of the best site and the mitigation of potentially adverse impacts. The Land Use Map identifies areas for possible Special Activity use.

Special Activity Use Policies

1. Special Activity uses will be considered only in areas identified on the Land Use Map. Special Activity uses which are not permitted in any other County zoning district except the PD-SA zoning district, may be permitted only in the identified Special Activity Area.
2. Special Activity use proposals must meet all of the following nine criteria:
 - a. All Special Activity proposals will be evaluated for their fiscal impacts and the use must promote the County's economic development goals and must be expected to provide a positive fiscal benefit to the County.
 - b. The use must be served by central sewer and water facilities.

- c. To discourage through traffic in residential neighborhoods, the use must be served by an adequate road network, operating at an acceptable level of service, as defined by the County's *Facilities Standards Manual* (FSM), with access to the regional road network via the Dulles Greenway and other arterial and major collector roads. The use will be designed and located to be compatible with traffic movement on regional roads and achieve acceptable levels of service (D or better) on those roads. Where a facility is adjacent to the Dulles Greenway, every effort should be made to work with the Toll Road Investors Partnership II to develop dedicated "slip ramps" that will provide direct access to parking areas during events.
- d. The use must be designed to accommodate transit facilities and must demonstrate a commitment to providing access to public transit (bus or rail) on the site to link those facilities to existing or planned mass transit service.
- e. The use must be designed to meet specific standards for environmental quality and for impacts on surrounding uses.
- f. Potential impacts from noise, lighting, signs, parking, and similar activities must be addressed and mitigated through the rezoning process.
- g. The use must be adequately separated and buffered from incompatible adjacent uses. To adequately buffer residential neighborhoods from high impact uses in the Special Activity Area, arenas or stadiums will have a building setback of at least 1,000 feet from Route 772 and 300 feet from the Dulles Greenway.
- h. If the use will be visible from any arterial road, structures will be designed and located to enhance the visual character of the corridor. Outdoor storage or display and activities such as loading areas will not be visible from any arterial road.
- i. Any PD-SA rezoning proposal must include a detailed outline of activities to be conducted on the site, the nature and extent of ancillary uses, proposed hours of operation, and the anticipated frequency and duration of proposed events.

Suburban Policy Area Land Use Matrix

Land Use	Definition	Density		
Residential	Mixed-type housing neighborhoods. Allows for mix of residential supportive uses.	Residential: 1.0 to 4.0 dus/acre		
High-Density Residential	Single-family attached and multi-family housing. Allows for mix of residential and supportive uses.	Residential: 8.0 – 16.0 dus/acre 8.0 – 24.0 dus/acre in Toll Road corridor		
Town Center	A “downtown” or “Community Core”. Mixed-use with emphasis on pedestrian movement (vs. vehicular).	Res: 8.0 – 16.0 dus/acre Non-Res. to 0.4 FAR		
Urban Center	Intensive, large-scale mixed-use. Rectilinear layout with public greens & squares with landscaped streets & pedestrian-oriented buildings.	Phase	<u>Res. dus/acre</u>	<u>Non-Res. FAR</u>
		w/ Roads	8.0–16.0	to 0.4
		w/ Bus	to 24.0	0.4 to 1.0
		w/ Rail	to 24.0	1.0 to 2.0
Transit Node: Transit-Oriented Development (TOD)	Compact mixed-use development at densities to support transit. Streetscapes and building frontages that are pedestrian scale.	Phase	<u>Res. dus/acre</u>	<u>Non-Res. FAR</u>
		w/ Roads	8.0–24.0	to 0.6
		w/ Bus	to 32.0	0.6 to 1.0
		w/ Rail	to 50.0	1.0 to 2.0
Transit Node: Transit-Related Employment Center (TREC)	Compact employment-based development at densities to support transit. Streetscapes and building frontages that are pedestrian scale. No residential component, where limited by airport Ldn.	Phase	<u>Res. dus/acre</u>	<u>Non-Res. FAR</u>
		w/ Roads	NA	to 0.6
		w/ Bus		0.6 to 1.0
		w/ Rail		to 2.0 (2.0 net cap)
Keynote Employment	100% office or research & development centers supported by ancillary retail & services. Corporate headquarters/premiere office development, heavily landscaped and visually impressive.	Res: NA Non-Res. FAR: 0.40 to 1.0		
Regional Office	Mixed-use development supports a variety of office with some high-density residential and supportive services and retail.	Res: 8.0 – 24.0 dus/acre Non-Res. FAR 0.40 – 1.00		
Light Industrial	Lowrise (primarily 2-story or less) development, includes flex/warehouse, small-scale manufacturing. Compatible with office commercial and residential – no outdoor storage or emissions.	Res: 8.0 – 24.0 dus/acre Non-Res. FAR: 0.30 – 0.40		
General Industrial	Labor intensive industrial & commercial uses. Buffered and separated from residential. Outdoor storage, noise, & emissions.	Res: NA Non-Res. FAR: 0.30 – 0.40		

